

International Formula 18 Class Association

v.FINAL

Voting Agenda - 2025 Annual Meeting of the IF18CA World Council

Deadline submission of votes: **Sunday, 7 December 2025 (*)**

***) If possible, please submit by 30 November latest in view of World Sailing deadline for submission of class rule amendments.**

Voting items information:

1.	Election ExCo officers		
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Election of Executive Committee members as per Constitution 8.2.

- Vice President (#2) – NCA Denmark nominates Lars Linder for this position
- Chairman of the Technical Committee – NCAs France, Netherlands, and USA nominate Frédérique Pfeiffer for this position

2.	Financial Accounts 2024		Link – Final 2024 Figures Comments Situation by 31Dec2024 Auditors Report
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3.	Budget 2026		Link – Budget 2026 Explanatory Comments
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4.	Election Audit Committee member		
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NCA USA nominates William Sunnucks for this position for a term of one year.

5.	Constitution – proposals #1-2		
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Proposal #1 – Technical Committee

Old:

14.1 The World Council will appoint a Technical Committee consisting of a Chairman, the Chief Measurer and two (2) other members. The role of Chief Measurer can be combined with the role of Chairman or member of the Technical Committee.

Amend to read:

14.1 The World Council will appoint a Technical Committee consisting of a Chairman, the Chief Measurer and **up to six (6)** other members. The role of Chief Measurer can be combined with the role of Chairman or member of the Technical Committee.

Reason for Change:

- Allows for a better resourced Technical Committee to meet the challenges of managing the technical side of a highly competitive limited development class, addressing both immediate issues *and* longer-term development
– see Constitution 14.2

Proposal #2 – Subscriptions**Old:**

15.3 Member NCAs shall pay a subscription for each paid up member of their Association. These subscriptions shall be payable in advance at the end of each year in respect of their membership fees received in that year. The amount of the subscription payable by Member NCAs to the IF18CA shall be decided by the World Council.

Amend to read:

15.3 Member NCAs shall pay a subscription for each paid member of their Association. These subscriptions shall be payable each year **by the end of February based on the total membership fees received the previous calendar year**. The amount of the subscription payable per member by NCAs to the IF18CA shall be decided by the World Council.

Reason for Change:

- Allows subscriptions to be based on actual membership numbers for previous years
- Simplifies accounting

6.	Appointment of Technical Committee members		
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ExCo proposes the following persons to become members of the Technical Committee (TC):

- Sam Carter – owner of Carter Composites
- John Forbes – former Tornado sailor and Olympic medallist, expert in sailcloth
- Jay Glaser – former Tornado sailor and Olympic medallist, former owner of Glaser Sails
- Greg Goodall – former owner of Goodall Design and Goodall Sails, designer of the Goodall C2 and Akurra, a.o.

Please note that the TC will be complemented by a Manufacturers' Advisory Board (MAB) to support the TC by advising on boat and equipment development and other technical matters – see Constitution 14.2 (a) and (d). Membership of the MAB is open to all builders and sailmakers involved in the F18 class. The following persons have already confirmed their willingness to join the MAB:

- Marton Balázs – 1D Sails
- Brett Burvill – Windrush Yachts
- Adrian Fawcett – Switch Sails
- Sven Lindstädt – Kangaroo Sails
- Frédéric Moreau – All Purpose Sails
- Max Puttman – NextGen Sails
- Manuel Vaccari – OXO Sails
- Peter Vink – Nacra Sailing / Performance Sails

7.	Class Rules – submissions #1-11	Exhibit 1
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0. Crew weight: Make the trial cap of 7.5 kgs for crew corrector weight permanent
On 1 January 2024 the class introduced a cap of 7.5 kgs for crew corrector weight for a trial period of two years. The proposal is to make this change permanent.
The outcome of the trial has been positive, with an increase of participation of teams weighing less than 135 kgs. Please refer to the published statistics for the 2024 and 2025 Worlds.
1. Self-certification: Introduce possibility for the IF18CA (as certification authority) to waive ERS H.1.1
In deviation of ERS H.1.1 the IF18CA introduced self-certification by manufacturers during the 2023 Annual Meeting. The proposed class rule amendment enshrines this decision in the Class Rules.
2. Boat weight: Change of treatment of fitted compass and compass bracket
It is established practice that the F18s are weighed without the fitted compass. The proposal is to align the class rules with this practice and to reflect that compasses are fitted on bowsprits (Section F - Rig) instead of on the platforms (Section D - Assembled Hulls).
3. ERS definitions: Update class rules to align with latest version of ERS (notification – World Council will not be asked to vote on this amendment):
 1. The wording “**official measurer**” will be replaced by “**certification measurer**”
 2. A new defined term “**crew harness**” has been introduced in ERS 2025-2028: “**Personal equipment** worn to assist the **crew** to use a **trapeze** or to hike or to stay connected to a windsurf sail, a kite or a wingfoil. **Class rules** shall prescribe the required standards, if any.” This will replace the references to **trapeze** harness in the class rules.

4. Remove references to Centreboard
Since inception of the class the rules have allowed the option to fit centreboards. However, over the past 30 years this uncompetitive option has never been implemented on F18 designs. The proposal is to simplify and modernise the class rules by removing this option and simultaneously making daggerboards a mandatory item.
5. Corrector and crew extra weight: tie location
Precise description of position: “tie” to replace “outside of the front beam”.
6. Corrector and crew extra weight: positioning
Provide flexibility for sailors regarding location of the weights between port and starboard side while still requiring these to be at a visible location. Proposal submitted by NCA Italy.
7. Crew weight: raise minimum weight
Supports the positioning of the F18 class vis-à-vis classes such as the Nacra 15 and the F16.
8. Crew weight: cap crew extra weights at 5 kg
Improve competitiveness of crews weighing less than 140 kg.
9. Crew weight: discontinue crew extra weights
Simplify class rules and ease event organisation. Favours teams weighing less than 150 kg.
10. Crew weighing more than 160 kg: count crew weight towards boat weight
Aims a more balanced compensation system favouring both teams weighing less than 140 kg (same proposal as submission #8) *and* teams weighing over 160 kg. Proposal submitted by NCA Italy.

Note from ExCo: we anticipate that an approval of this proposal will have an immediate and significant impact on F18 design and construction. Demand will shift to boats that weigh (close to) 173 kg to maximize performance and/or resale value. Also, the resale value of the existing fleet, consisting of F18s typically weighing about 7 kg more, will be negatively impacted for same reasons.

8.	2026 Raid Worlds		Exhibit 2
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Bid from Club de Voile de la Baie d’Erquy to host the 2026 Raid Worlds.

Note from ExCo: we expect to present bids for the 2027 events for voting during the first quarter of 2026.